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Approved For Release 2003/01/28 : CIA-RDP75B00285R000100230006-0

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IDEA-0107-69

Copy 1 of 7

28 January 1969

MEMORANDUM FOR: IDEALIST/Operations/OSA

SUBJECT: AMS Comments on Accident Report Recommendations

REFERENCE: (1) TS 163121, 22 January 1969
(2) [] 24 January 1969

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1. As requested in Reference (1), the following comments and recommendations pertaining to the accident report paragraphs indicated are submitted by AMS/OSA.

A. Tab Q, Paragraph V-4:

AMS agrees and further recommends that a current complete list of emergency equipment and survival kit contents, including quantity and color as appropriate, be on file and available to the OSA duty officer. OSA would then be notified by message from Detachment H of any changes, additions or deletions prior to a given mission.

B. Tab Q, Paragraph V-5 and V-7:

AMS/OSA considers rescue aids to fall into two categories, i.e., Pilot Selective Aids and Non-Selective Aids. All aids can be considered beneficial if the pilot is out of reach of Chicom forces or at least closer to friendly rescue than to Chicom forces. Aids which are not under control of the pilot (i.e., non-selective) are non-beneficial and/or may lead to capture if the pilot is closer to Chicom forces than to []. The rescue aids, by categories, are as follows:

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1. Pilot-Selective Aids

- a. Locator Beacon in manual mode (in chute)
- b. Survival Radio (in seat kit)
- c. Flares (in chute and seat kit)
- d. Smoke Generators (in chute and seat kit)
- e. Mirror (in seat kit)
- f. Dye Marker (in chute and seat kit)
- g. Strobe Light (in chute).

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2. Non-Selective Aids

- a. Locator Beacon in automatic mode (in chute)
- b. Bright Colored Clothing, raft and parachute canopy.

The raft, canopy, or clothing, by comparison to other available aids, certainly contributes very little to successful rescue, but conversely, could make the individual stand out like the proverbial "sore-thumb" if he was trying to avoid detection. The locator beacon in the automatic mode could also insure capture rather than rescue under certain conditions, since it provides a pin-point fix on the downed pilot. AMS/OSA therefore recommends that dark colored clothing, rafts and parachutes continue to be used on all operational missions. The action taken by Detachment H to place the URT-21 locator beacon in automatic for all periphery and straits missions should be used as an interim change only. AMS/OSA is investigating a modification for the U-2R parachute which will allow the pilot to select beacon on or off at will in flight. When incorporated and made part of the pilot's checklist this change will provide significant improvement in his rescue situation regardless of mission type.

C. Tab Q, Paragraph V-6: AMS/OSA concurs and recommends an extensive review of ejection situations/procedures be conducted with all U-2 pilots.

D. Tab Q, Paragraph V-8: AMS/OSA concurs, if sensors can in fact be better located for more positive indication.

2. AMS/OSA is also conducting a review of the survival training program for [] with special emphasis on water survival using new U-2R life support equipment. Specific plans for this training will be submitted in the near future.

[]
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